

6.8
SECRET

ROUTING AND RECORD SHEET

INSTRUCTIONS: Officer designations should be used in the "To" column. Under each comment a line should be drawn across sheet and each comment numbered to correspond with the number in the "To" column. Each officer should initial (Check mark insufficient) before further routing. This Record and Routing Sheet should be returned to Registry.

FROM: [] , OPS-III/S-II 29 May 50
Room 1412 - Building K - Ext: 666

NO.

S-74947

DATE

29 May 1950

TO	ROOM NO.	DATE		OFFICER'S INITIALS	COMMENTS
		REC'D	FWD'D		
1. Chief Area I, FBE	1308 K				162: Recommend we approve the Summary. But's so
2. []				[]	about with this as we are on the sub-project is approved, we should send this up to [] with a cover memo. setting forth our recommendations.
3.					
4.					
5.					
6.					5/31 2 to 1 - [] is cleared this date and will proceed to Gloucester, Mass when the direct Thursday to cope with the dangers in Para 4. []
7.					
8.					
9.					6/15/50 2 to 1 - The sub-project BG Speed was signed by ADPC this date - []
10.					
11.					6/15/50 2 to 1 - [] signed his contract this date or will proceed with me to Gloucester on Monday []
12.					
13.					
14.					
15.					

DECLASSIFIED AND RELEASED BY
CENTRAL INTELLIGENCE AGENCY
SOURCE METHOD EXEMPTION 3B2B
NAZI WAR CRIMES DISCLOSURE ACT
DATE 2007

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26 May 1950

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MEMORANDUM FOR: Chief, Foreign Branch E, Area I

SUBJECT : Project BGFIEND - Survey of proposed propaganda vessels - yachts, IRMAY and SERVA LE BARI.

1. The subject vessels were inspected by [C], Commo, and [C], Staff II, MSO on 23 and 24 May 1950 in accordance with your request dated 2 April 1950.

2. After a careful inspection, it was found that both vessels are considered to be suitable for the mission at hand. The opinion of the survey team is that the motor sail/ketch IRMAY is the most adaptable from the point of view of broadcast requirements, maneuverability, accommodations for the crew and staff and can be outfitted in the least time and expense.

3. Detailed comparison of both vessels as to their suitability is covered by Annex I. Annex II is a description of the IRMAY and Annex III is a description of the SERVA LE BARI.

4. It appears that the owners of both vessels give as their reason for selling, matrimonial difficulties (wives refuse to be yacht widows). The Captain of the IRMAY indicated that Mr. Irwin Cohn, the owner, is of a very changeable nature and, therefore, if negotiations are contemplated, action should be started immediately. It is further suggested that an offer of about \$75,000 may result in closing the purchase at a figure in the neighborhood of \$80,000 to \$85,000. The purchase should be contingent upon a thorough inspection "on the ways" by a competent marine engineer and/or Naval architect. It will require at least 14 days notice to the owner to arrange for this, cost to be borne by the purchaser. The IRMAY at present is insured by the Atlantic Mutual, 49 Wall Street, New York City, for full coverage anywhere in the world.

as what
with it is
this prediction
made?

5. With respect to the SERVA LE BARI, Mr. Crockett, the owner, indicated that he can place the vessel "on the ways" for inspection on a 72 hour notice. In view of the more extensive alterations required to out fit the BARI for the mission, it is suggested that the offer price should be somewhere in the neighborhood of \$50,000 and the closing price between \$55,000 and \$60,000. Mr. Crockett stated that he would not be willing to set the vessel "on the ways" unless we were reasonably sure of the sale which would only be subject to the inspection contingency. He offered to cover this expense.

6. In the case of either vessel, if any additional gear, equipment or personnel over and above the requirements set forth in the original request is contemplated, it should be fully realized that the present accommodations will be inadequate and a larger vessel will be required.

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7. The Captain of the IRMAY and the present crew are available for employment. They appear to be efficient and experienced and have, in the past, accompanied several scientific expeditions to the Caribbean and South American waters. Annex IV is a list of the crew and their qualifications.

8. The undersigned recommend the procurement of the IRMAY.

Submitted by:

MSO, Staff II

Project Engineer, Commo.

Forwarded by:

OPS/M, Staff II

4 Incl

- Annex I - Comparative data on BARI and IRMAY ✓
- Annex II - Description of IRMAY ✓
- Annex III - Description of SERVA LE BARI ✓
- Annex IV - List of IRMAY crew & their qualifications ✓

Distribution:

- 1 - Chief, Area I, Foreign Branch E (C) ✓
- 2 - OPS-M/S-II Working file on Project BGFIEND
- 3 - Chief, Foreign Branch E, OPC (C) ✓
- 4 & 5 - OPC Registry

S-II/E J/E J

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ANNEX I.

	<u>BARI</u>	<u>IRMAY</u>	
Range	World	3,000	
Speed (cruising)	8 mph.	13 mph.	
Max. Fuel Capacity	1,500	3,200	
Water Capacity	2,500	2,000	
Adequate Refrigeration			
Plant	Yes	Yes	
Heating Plant	Cir.-Hot	Cir.-Hot	
	Water Sys.	Water Sys.	
Heating Fuel	Coal	Tank Gas	
Cooking Fuel	Coal	Tank Gas	
Engine Fuel	Oil	Oil	
Engine Type	Single	Twin	
	Fairbanks	Buda	Recommend overhaul of engines.
	Morse		All sleeping accommodations should be rearranged.
Accommodations (total)	15	13	"
Berths	15	12	"
State Rooms	4	5	"
Radio-Present	Yes	Yes	
Radio-Generator	None	None	AC power plant must be installed in both vessels. Major work for the AC generator and studio required on BARI.
Mast Heights	87'-77'	78'-62'	BARI between Masts - 25'
	Ample	Enough	IRMAY between Masts - 39'
			20 ft. mast extension desirable and practicable on IRMAY.
Mast Suitability	Yes	Yes	"
Space Suitability for Antenna	Yes	Yes	Both vessels require space change for radio station and work area. IRMAY requires least remodeling.
Modifications (Installation Radio)	Yes	Yes	"
Vibration	Unknown	Yes	IRMAY requires new stern bearings (rubber) to reduce vibration.
Crew required	7	4	
Special Skill	6	2	
Captain - Special Skill	Yes	No	
Yacht - Type	No	Yes	

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ANNEX I (con't)

	<u>BARI</u>	<u>IRMAY</u>
Fame of Vessel	Well known	Only two of this type
Profile	Common	Rare
Maneuverability	Poor	Excellent
Hull	Steel	Wood
		IRMAY requires copper sheeting for broadcast installation.
Auto. Pilot Availability for Voyage	No 4 wks.	Yes Presently

IRMAY - ENGINE SPECS (BUDA LUNOVA DIESELS)

PORT

6LDMR-17420-3115

D1116 B/M

Bore: $6\frac{1}{2}$ "

Stroke $8\frac{3}{4}$

Gov. Speed 1100 R.P.M

STARBOARD

6LDMR-17420-3116

D 1117 B/M

$6\frac{1}{2}$

$8\frac{3}{4}$

1100 R.P.M

SECRET



YACHT BROKER
SALES - CHARTERS

GORDON RAYMOND

420 LEXINGTON AVENUE
NEW YORK 17, N. Y.

TELEPHONE: OREGON 9-2262

APPRAISALS - SURVEYS
DESIGN CONSULTANT

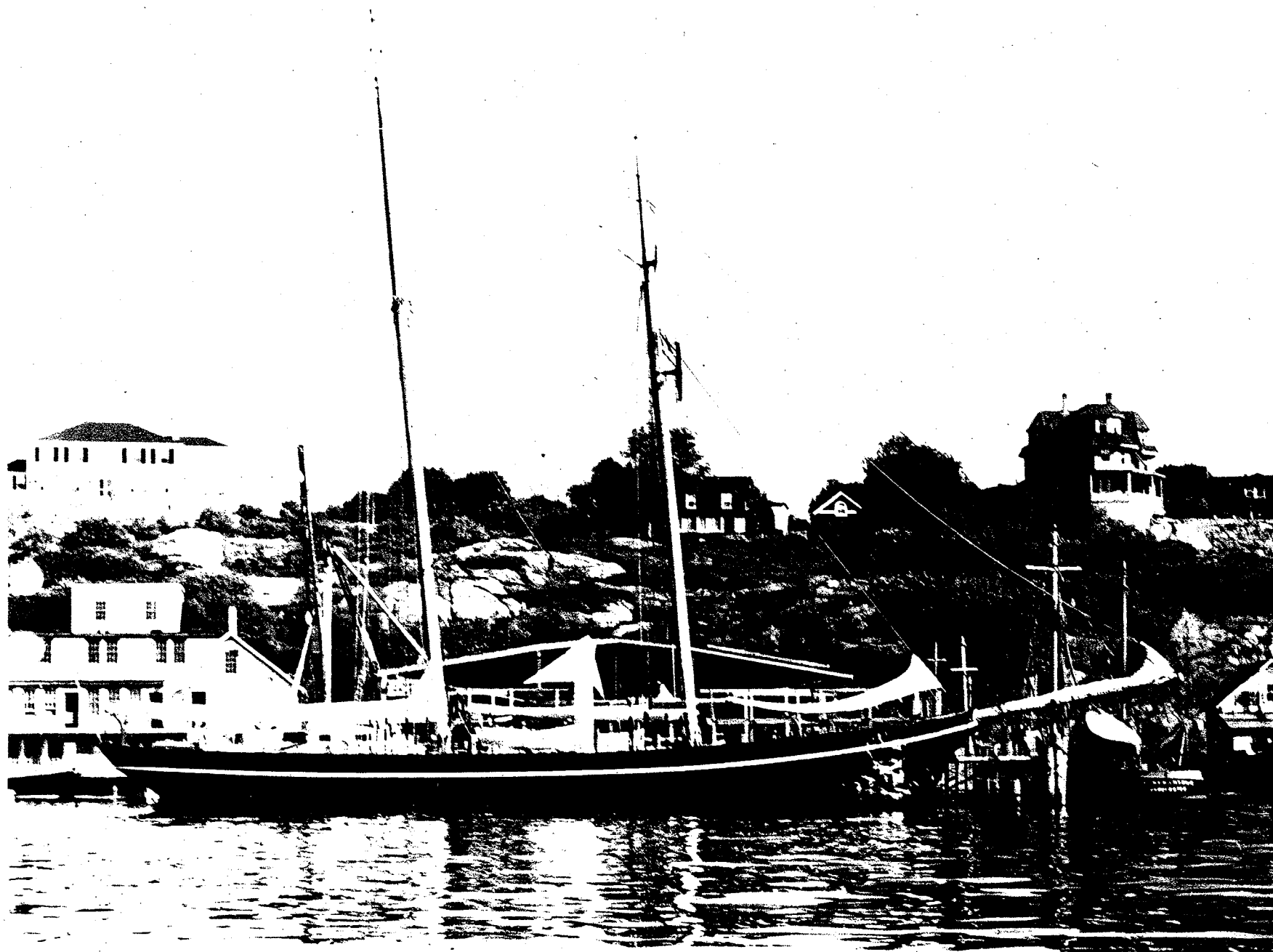
FILE NO. 202

Name of Yacht	SERVA LA BARI		Make of Engine(s)	(Air-Injection) Fairbanks-Morse		Twin or Single	Single
Type and Rig	Auxiliary Gaff Schooner		Gas Diesel	Six	Year	1948	
Keel or C. B.	Keel		H. P. (ea.)	100	Red Gear	2:1	Speed 7-8 kn
Designer	Boele Bolnes		No. Fuel Tanks	Two	Total Capacity	1500	
Built by	Dutch State Dock Yard Helder, Holland		No. Water Tanks	Three	Total Capacity	2500	
L. O. A.	92'0"	L. W. L.	81'0"	How Lighted	Electric (110v)	Generator 10 kw Hercules plus 3 kw on engine	
Beam	20'10"	Draft	10'8"	Heating Plant	Hot Water	Refrigeration electric & 28 cu.ft. deep f	
Tonnage Gross	80	Net	65	Sails, Makers, Age and Condition	Flygare-1948 and Cooney 1947 & 1949 plus others of unknown make		
Ballast: If Lead or Iron	Iron (about 50 tons)		Frames of	Steel	Planking of	Steel (3/8")	
Fastenings	Flush Rivets	Finish of Decks	Natural				
Trunk Cabin	Flush - Deckhouses						
Raised or Flush Deck	Modified						
Style of Bow	Clipper	Style of Stern	Counter				
Size of Cockpit	None		If Self-Bailing				
Interior Finish	Mahog & Redwood		Headroom	Full			
Staterooms: Single			Double	Three			
No. Berths or Extens. in Saloon	Three						
Accommodations, Total	Nine						
No. Showers or Baths	2 (Showers)		No. Toilets	Three			
				Standing Rigging: Age and Condition	1948 - very good Masts (1923) Hollow Steel others Wood - some 1948		
				Spars: Age, Hollow or Solid	1-sailing dinghy; 1 lifeboat; & 1 work boat		
				Small Boats			
				Anchors	Two	Chain	ample
					Six	Cable	1 & shower
				Crew Accommodations	Toilets		
				Whether Yacht is Fully Found	yes		
				LOCATION	ENROUTE TO BOSTON WINDY		
				ASKING PRICE	11000		
				CHARTER {PRICE CREW			

PHOTOGRAPH

REMARKS: (Condition, Seaworthiness, Speed, Furnishings, Equipment, Etc.)

Designed and
Built for keeping to sea for long periods. A very able seaboat - the finest of her type available today. Heavily built of the finest materials. Entire vessel given extensive overhaul 1947 & 1948. ---New steel deckhouse added. Four watertight steel bulkheads (watertight doors in two). High steel bulwarks. Entire vessel acoustically & thermally insulated. Hot and cold fresh and salt pressure water systems. New electric system including control panel. Emergency air and bilge pumps. Elec. anchor windlass. Complete navigation equipment. Radio direction finder. Radio telephone. Fathometer. All wave radio broadcast receiver. Large galley equipped with AGA coal range. Large yard and squaresail on foremast.





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ANNEX IV.

Present Crew of IRMAY

Captain: Matthew English
Beacon Marine Basin
c/o Yacht IRMAY
Gloucester, Mass.

Age: 31 Married, no children

Experience: 13 years. He was a captain and first mate in the Army Transport Service on sea-going tugs during the war. Also served as captain for several private yachts in addition to the IRMAY. He has a very pleasing personality, appeared to be most competent and displayed excellent skill in handling the vessel during the trial run.

First Mate: Richard Roming
Beacon Marine Basin
c/o Yacht IRMAY
Gloucester, Mass.

Age: 26 Single

Experience: Served with the USCG during the war, considered by the captain to be fully qualified as navigator and has a thorough knowledge of the plant of the IRMAY.

Engineer: James C. Kuhn
132 Truxon Drive
Miami Springs, Florida

Age: 23 Single

Experience: Two years in the USCG, rating Motor Machinest 3rd class, experience gained in diesel shops in the Miami area. Displayed intimate technical knowledge of the IRMAY's power plant and assisted on deck.

Cook: Thomas Anderson

Age: 60 Single

Experience: This man has followed the sea his entire life, is considered to be an excellent cook and served in that capacity on various

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ANNEX IV. (con't)

vessels of the U. S. Army Transport Service during the war. He has no permanent address other than the IRMAY but maintains a mailing address at the Cornish Arms Hotel, New York. He appeared very rugged and a most pleasant individual. He has acquired the ability to get along with people regardless of their station of life.

SECRET

YACHT BROKER
SALES - CHARTERS

GORDON RAYMOND

420 LEXINGTON AVENUE
NEW YORK 17, N. Y.

TELEPHONE: OREGON 9-2262

APPRAISALS - SURVEYS
DESIGN CONSULTANTFILE NO. **2001**

Name of Yacht **IRMAY ex-MORMAC ex-VALERIE V**
 Type and Rig **ex-IMELDA**
Twin screw Diesel Marconi
ketch-rigged Motor Sailer
 Keel or C. B. **keel**
 Designer **Wm. H. Hand, Jr.**
 Built by **Hodgdon Bros.** Year **1939**
 L. O. A. **91'** L. W. L. **83'6"**
 Beam **21'** Draft **9'6"**
 Tonnage Gross **124** Net **84**
 Ballast: If Lead or Iron **lead inside**
 Frames of **white oak** Planking of **double pine**
 Fastenings **galvan.** Finish of Decks **and mahogany**
natural teak
 Trunk Cabin Raised or Flush Deck **trunk cabin - deckhouse**
 Style of Bow **fisherman** Style of Stern **transom**
 Size of Cockpit **none** If Self-Bailing
 Interior Finish **cream & mahog.** Headroom **7'**
 Staterooms: Single **1** Double **3**
 No. Berths or Extens. in Saloon **1**
 Accommodations, Total **8**
1 tub
 No. Showers or Baths **2 showers** No. Toilets **3 electric**

Make of Engine(s) **Buda** Twin or Single **twin**
 Gas or Diesel **Diesel** Cylinders **6** Year **1939**
4-cycle
 H. P. (ea.) **200** Red Gear **yes** Speed **13 mph**
 No. Fuel Tanks **2** Total Capacity **3,200 ga**
 No. Water Tanks **4** Total Capacity **2,000 ga**
2-10-kw. (194
 How Lighted **electric** Generator **Hercules D1**
 Heating Plant **yes** Refrigeration **electric**
deep freez
 Sails, Makers, Age and Cond. **Beckman 1939 - good**
 Standing Rigging: Age and Cond. **1939 good**
 Spars: Age, Hollow or Solid **1939 solid**
1 inboard and 1 outboard both 1
 Small Boats **davits; 1 liferaft**
 Anchors **2** Chain **ample** Cable **ample**
 Crew Accommodations **1 stateroom** Toilets **1 & showe**
 Whether Yacht is Fully Found **yes**

LOCATION **LAKE N.Y.**ASKING PRICE **\$110,000**CHARTER PRICE
CREW

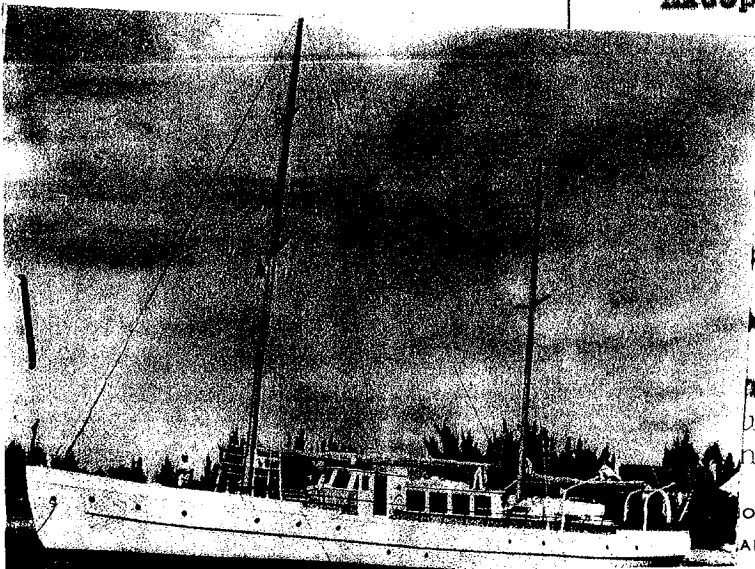
PHOTOGRAPH

REMARKS: (Condition, Seaworthiness, Speed, Furnishings, Equipment, Etc.)

Exceptionally able seaboard; heavy construction;
large cruising radius.

batteries 1949; 75-watt radio-telephone;**ection finder; electric anchor windlass;****old pressure water system; automatic pilot****roadcast receiver; automatic phonograph; in-****ications system. Very attractively arrang****staterooms; large dining saloon and main**
deckhouse - 15' x 15').

FOR SALE, COMMITMENT, WITHDRAWAL OR CHANGE IN PRICE WITHOUT NOTICE
 AS CORRECT AS CIRCUMSTANCES PERMIT, BUT NOT GUARANTEED.



YACHT BROKER
SALES - CHARTERS

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NEW YORK 17, N. Y.

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APPRAISALS - SURVEYS
DESIGN CONSULTANTFILE NO. **2001**

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ex-IMELDA
 Type and Rig **Twin screw Diesel Marconi**
ketch-rigged Motor Sailer
 Keel or C. B. **keel**
 Designer **Wm. H. Hand, Jr.**
 Built by **Hodgdon Bros.** Year **1939**
 L. O. A. **91'** L. W. L. **83'6"**
 Beam **21'** Draft **9'6"**
 Tonnage Gross **124** Net **84**
 Ballast: If Lead or Iron **lead inside**
 Frames of **white oak** Planking of **double pine**
and mahogany
 Fastenings **galvan.** Finish of Decks **natural teak**
 Trunk Cabin
 Raised or Flush Deck **trunk cabin - deckhouse**
 Style of Bow **fisherman** Style of Stern **transom**
 Size of Cockpit **none** If Self-Bailing
 Interior Finish **cream & mahog.** Headroom **7'**
 Staterooms: Single **1** Double **3**
 No. Berths or Extens. in Saloon **1**
 Accommodations, Total **8**
1 tub
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Make of Engine(s) **Buda** Twin or Single **twin**
 Gas or Diesel **Diesel** Cylinders **6** Year **1939**
4-cycle
 H. P. (ea.) **200** Red Gear **yes** Speed **13 mph**
 No. Fuel Tanks **2** Total Capacity **3,200 gal**
 No. Water Tanks **4** Total Capacity **2,000 gal**
2-10-kw. (1944)
 How Lighted **electric** Generator **Heracles Die**
 Heating Plant **yes** Refrigeration **electric**
deep freeze
 Sails, Makers, Age and Cond. **Beckman 1939 - good**
 Sq. Feet **1721**
 Standing Rigging: Age and Cond. **1939 good**
 Spars: Age, Hollow or Solid **1939 solid**
1 inboard and 1 outboard both in
 Small Boats **davits; 1 liferaft**
 Anchors **2** Chain **ample** Cable **ample**
4 berths
 Crew Accommodations **1 stateroom** Toilets **1 & shower**
 Whether Yacht is Fully Found **yes**

LOCATION **FAIRHURST - LATELY N. Y.**
 ASKING PRICE **\$100,000 -**
 CHARTER (PRICE CREW)

PHOTOGRAPH

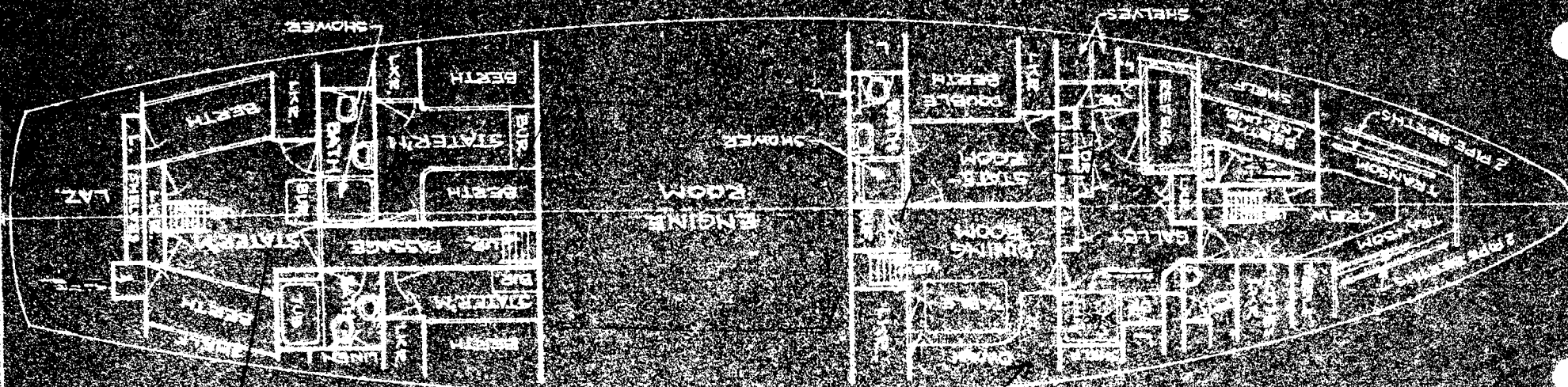
REMARKS: (Condition, Seaworthiness, Speed, Furnishings, Equipment, Etc.)

Exceptionally able seaboat; heavy construction;
extremely large cruising radius.

New batteries 1949; 75-watt radio-telephone;
radio direction finder; electric anchor windlass;
hot and cold pressure water system; automatic pilot;
radio broadcast receiver; automatic phonograph; in-
tercommunications system. Very attractively arrange
w/spacious staterooms; large dining saloon and main
lounges (in deckhouse - 15' x 15').

SUBJECT TO PRIOR SALE, COMMITMENT, WITHDRAWAL OR CHANGE IN PRICE WITHOUT NOTICE
 PARTICULARS AS CORRECT AS CIRCUMSTANCES PERMIT, BUT NOT GUARANTEED.

PHILADELPHIA 2, PA.



New Cases.
After Bearing be check - replace with Rubber.

Capt James M. English - 31 - married
Beacon Marine Basin -
Experience 14 years Gloucester Mass. 2 Drury -

H. W. Cannon Jr. - 5 yrs. Bethlehem Steel -
outfitter - 14 mos.
Army Transport - 1st Officer & Capt. 2 yrs.
Fred P. Pomerantz - 1 yr. D.D.Y.
Bonett Dress Co.

Drury Lohr - 4 yrs.
Leominster Mass. - Drury Corp.
55 North St.
Fitchburg -
Tel - 5300 -

Recommended installation of built
in bunks in crew's quarters.